

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
151
City of Fairfax

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Fairfax

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Fairfax																	
29	Lee Hwy	0.16	38000	G	From	WCL Fairfax					F	0.084	F	0.63	42000	G	2003
					To												
29	Lee Hwy	0.44	35000	G	From	Jermantown Rd					F	0.087	F	0.625	39000	G	2003
					To												
29	Lee Hwy	0.96	33000	G	From	US 50, SR 236 Main St					F	0.113	F	0.736	36000	G	2003
					To												
29	Lee Hwy	0.21	36000	G	From	SR 123 Chain Bridge Rd					F	0.076	F	0.608	39000	G	2003
					To												
29	Lee Hwy	0.59	40000	G	From	University Dr					F	0.083	F	0.592	44000	G	2003
					To												
29	Lee Hwy	0.68	38000	G	From	Plantation Parkway					F	0.084	F	0.631	42000	G	2003
					To												
29	Lee Highway	0.28	40000	G	From	Draper Drive					F	0.083	F	0.677	44000	G	2003
					To												
29	Lee Highway	0.08	40000	N	From	US 50					N	0.083	N	0.677	44000	N	2003
					To												
29	Lee Highway	0.13	39000	N	From	US 50 Fairfax Circle					N	0.088	N	0.559	43000	N	2003
					To												
50	Lee Jackson Hwy	0.57	62000	G	From	WCL Fairfax					F	0.082	F	0.552	62000	G	2003
					To												
50	29 Lee Hwy	0.96	33000	G	From	US 29 S					F	0.113	F	0.736	36000	G	2003
					To												
50	29 Lee Hwy	0.21	36000	G	From	SR 123 Chain Bridge Rd					F	0.076	F	0.608	39000	G	2003
					To												
50	29 Lee Hwy	0.59	40000	G	From	University Dr					F	0.083	F	0.592	44000	G	2003
					To												
50	29 Lee Hwy	0.68	38000	G	From	Plantation Parkway					F	0.084	F	0.631	42000	G	2003
					To												
50	29 Lee Highway	0.28	40000	G	From	Draper Drive					F	0.083	F	0.677	44000	G	2003
					To												
50	Arlington Blvd	0.28	35000	G	From	N RT 29					C	0.086	F	0.525	35000	G	2003
					To												
50	Arlington Blvd	0.03	45000	G	From	US 29 N					F	0.088	F	0.593	45000	G	2003
					To												
123	Chain Bridge Rd	0.47	28000	G	From	SR 237 Pickett Rd					F	0.088	F	0.593	45000	G	2003
					To												
123	Chain Bridge Rd	0.47	28000	G	From	ECL Fairfax					F	0.075	F	0.645	29000	G	2003
					To												
123	Chain Bridge Rd	0.26	22000	G	From	SCL Fairfax					F	0.075	F	0.645	29000	G	2003
					To												
123	Chain Bridge Rd	0.26	22000	G	From	Judicial Dr					F	0.073	F	0.594	24000	G	2003
					To												
123	Chain Bridge Rd	0.19	22000	G	From	SR 236 Main St					F	0.068	F	0.596	24000	G	2003
					To												
123	Chain Bridge Rd	0.10	21000	G	From	Whitehead St					F	0.066	F	0.555	22000	G	2003
					To												
123	Chain Bridge Rd	0.58	25000	G	From	Kenmore Dr					F	0.069	F	0.523	26000	G	2003
					To												
123	Chain Bridge Rd	0.35	36000	G	From	US 29 US 50 Lee Hwy					C	0.068	F	0.543	37000	G	2003
					To												
236	Main St	0.94	39000	G	From	I- 66 NCL Fairfax					F	0.079	F	0.633	42000	G	2003
					To												
236	Main St	0.94	39000	G	From	US 29, US 50					F	0.079	F	0.633	42000	G	2003
					To												

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City of Fairfax

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
City of Fairfax																
236 Main St	0.21	18000	G	From:	West St					F	0.077	F		19000	G	2003
				To:	North St E					F	NA			38000	G	
				Combined Traffic: 35000 G 98% 0% 1% 0% 0% 0%												
236 Main St	1.31	40000	G	From:	Old Lee Hwy					C	0.078	F	0.537	43000	G	2003
				To:	Whitacre Rd											
				Combined Traffic: 43000 G 97% 0% 1% 0% 1% 0%												
236 Little River Tpke	0.57	43000	G	From:	ECL Fairfax					F	0.079	F	0.552	47000	G	2003
				To:	SR 236 W											
				Combined Traffic: 35000 G 98% 0% 1% 0% 0% 0%												
236 North St	0.30	17000	G	From:	SR 236 E					C	0.08	F		18000	G	2003
				To:	SR 236 Main St					F	NA			38000	G	
				Combined Traffic: 35000 G 98% 0% 1% 0% 0% 0%												
237 Pickett Rd	0.49	28000	G	From:	Colonial Ave					F	0.085	F	0.634	30000	G	2003
				To:	US 50 Arlington Blvd					C	0.083	F	0.571	33000	F	2003
				Combined Traffic: 31000 F 96% 0% 1% 0% 2% 0%												
237 50 Arlington Blvd	0.28	35000	G	From:	RT 29					C	0.086	F	0.525	35000	G	2003
				To:	ECL FAIRFAX											
				Combined Traffic: 39000 N 99% 0% 0% 0% 0% 0%												
237 29 Lee Highway	0.13	39000	N	From:	Fairfax High School					N	0.088	N	0.559	43000	N	2003
				To:	US 29											
				Combined Traffic: 1700 R												
9128 28	0.18	1700	R	From:	Fairfax Elementary School						NA			NA		1991
				To:	FAIRFAX ELEM/											
				Combined Traffic: 290 R												
9136 28	0.08	290	R	From:	Eleven Oak Elem School						NA			NA		1991
				To:	Eleven Oak Elem School											
				Combined Traffic: 190 R												
9598 28	0.06	190	R	From:	SR 236											
				To:	Page St					F	0.080	F	0.571	12000	G	2003
				Combined Traffic: 11000 G 99% 0% 0% 0% 0% 0%												
1 Judicial Dr	0.43	10000	G	From:	Page Ave					C	0.083	F	0.502	11000	G	2003
				To:	SR 123											
				Combined Traffic: 10000 G 99% 0% 0% 0% 0% 0%												
1 Judicial Dr	0.22	11000	G	From:	University Dr											
				To:	SR 123					C	0.091	F	0.758	5400	G	2003
				Combined Traffic: 5000 G 98% 0% 0% 0% 1% 0%												
2 Kenmore Dr	0.19	5000	G	From:	Old Lee Hwy											
				To:	University Dr					C	0.091	F	0.782	5500	G	2003
				Combined Traffic: 5100 G 99% 0% 0% 0% 0% 0%												
3 Layton Hall Dr	0.29	5100	G	From:	SCL Fairfax											
				To:	Barbara Ann Ln					C	0.100	F	0.718	7100	G	2003
				Combined Traffic: 6600 G 99% 0% 0% 0% 0% 0%												
6623 Burke Station Rd	0.31	6500	G	From:	SR 236											
				To:	SCL Fairfax					F	0.098	F	0.711	7100	G	2003
				Combined Traffic: 6500 G 99% 0% 0% 0% 0% 0%												
6623 Burke Station Rd	0.17	6600	G	From:	SCL Fairfax											
				To:	Sager Ave					C	0.085	F	0.638	9700	G	2003
				Combined Traffic: 9000 G 100% 0% 0% 0% 0% 0%												
6625 Robert Rd	0.25	4000	G	From:	SR 236											
				To:	SCL Fairfax					F	0.092	F	0.62	4300	G	2003
				Combined Traffic: 4000 G 100% 0% 0% 0% 0% 0%												
6625 Roberts Rd	0.27	9000	G	From:	SR 236											
				To:	SCL Fairfax					C	0.093	F	0.554	14000	G	2003
				Combined Traffic: 9000 G 100% 1% 1% 0% 0% 0%												
6625 Roberts Rd	0.25	4000	G	From:	Armstrong St											
				To:						C	0.093	F	0.554	14000	G	2003
				Combined Traffic: 4000 G 100% 0% 0% 0% 0% 0%												
6627 University Dr	0.39	13000	G	From:												
				To:						C	0.093	F	0.554	14000	G	2003
				Combined Traffic: 13000 G 98% 1% 1% 0% 0% 0%												

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							2Axle	3+Axle	1Trail	2Trail							
City of Fairfax																	
6627	University Dr	0.21	14000	G	From:	Armstrong St					F	0.086	F	0.519	15000	G	2003
					To:	South St											
6627	University Dr	0.11	14000	N	From:	SR 236 Main St					N	0.083	N	0.581	15000	N	2003
					To:	Whitehead St											
6627	University Dr	0.22	14000	G	From:	Layton Hall Dr					F	0.083	F	0.581	15000	G	2003
					To:	Layton Hall Rd											
6627	University Dr	0.13	12000	G	From:	US 29 & 50					C	0.095	F	0.514	7600	G	2003
					To:	SR 236											
6628	Old Lee Hwy	0.41	13000	G	From:	Layton Hall Rd					C	0.093	F	0.660	14000	G	2003
					To:	Layton Hall Dr											
6628	Old Lee Hwy	0.49	16000	G	From:	Heritage Ln					F	0.090	F	0.621	17000	G	2003
					To:	Brookwood Rd											
6628	Old Lee Hwy	0.19	15000	G	From:	Cornell Rd					C	0.096	F	0.647	17000	G	2003
					To:	Rebel Run											
6628	Old Lee Hwy	0.25	15000	G	From:	US 50					F	0.095	F	0.645	17000	G	2003
					To:	US 29											
6628	Old Lee Hwy	0.15	15000	G	From:	US 50					F	0.095	F	0.645	17000	G	2003
					To:	Copperfield Square											
6628	Old Lee Hwy	0.55	15000	G	From:	Gainsborough Ct					C	0.080	F	0.635	17000	G	2003
					To:	Carol St											
6634	Jermantown Rd	0.30	14000	G	From:	NCL Fairfax					F	0.087	F	0.647	17000	G	2003
					To:	Collier Road											
6634	Jermantown Rd	0.26	15000	G	From:	Sager Avenue					F	0.088	F	0.539	15000	G	2003
					To:	Atlanta Street											
6634	Jermantown Rd	0.24	15000	G	From:	Reb Street					F	0.087	F	0.645	16000	G	2003
					To:	Old Post Road											
6634	Jermantown Rd	0.33	14000	G	From:	Park Hill Place					C	0.080	F	0.635	17000	G	2003
					To:	Whitehead St											
6634	Jermantown Rd	0.07	15000	G	From:	Hall Dr					F	0.087	F	0.647	17000	G	2003
					To:	US 29; 50											
6634	Jermantown Rd	0.07	15000	G	From:	Kingsbridge Dr					F	0.084	F	0.647	17000	G	2003
					To:	Jermantown Rd											
6634	Jermantown Rd	0.07	15000	G	From:	McLean Ave					F	0.103	F	0.647	17000	G	2003
					To:												

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						2Axle	3+Axle	1Trail	2Trail							
City of Fairfax																
Pickett Rd		20000	G	From:	US 50					0.089	F		20000	G		2003
				To:	NCL Fairfax											
Sager Ave		2200	G	From:	Chain Bridge Rd					0.121	F		2200	G		2003
				To:	Dwight Ave											
School St		1200	G	From:	Chain Bridge Rd					0.097	F		1200	G		2003
				To:	Trowbridge St											
Whitacre Rd		4000	G	From:	SR 236					0.081	F	0.682	4000	G		2003
				To:	Baccarat Dr											
Wilson Street		110	G	From:	Howerton Avenue					0.165	F	0.694	110	G		2003
				To:	Norman Avenue											